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INFORMATION REPORT

DATE DiSTR. 22 Jun 1951

NO. OF PAGES 3

NO. OF ENCLS. 4
(LISTED BELOW)

(A), (B), (C) & (D)

SUPPLEMENT TO
REPORT NO.

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES, WITHIN THE MEANING OF TITLE 18, SECTIONS 793 AND 794, OF THE U.S. CODE, AS AMENDED. ITS TRANSMISSION OR REVELATION OF ITS CONTENTS TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. THE REPRODUCTION OF THIS FORM IS PROHIBITED.

THIS IS UNEVALUATED INFORMATION

1. My knowledge of the IL-28 is limited and based largely on conversations I had with several aircrew and technical officers who had taken special transition courses relating to new equipment, and who had attended three lectures on Soviet aircraft [redacted] Six aircrews, consisting of a pilot, navigator-bombardier and radio-gunner, took these courses at Tambov. At about the same time, approximately 25 or 30 maintenance officers, including two squadron engineer officers, six or seven flight engineer officers, two radio officers, two armament officers and from thirteen to fifteen technical officers (Tekhniki), attended a course at the First and Second Moscow Air Force Technical Schools, (Vtoraya Voyennaya Vozdushnaya Tekhnicheskaya Shkola). After completing this course, the officers were sent to a Kazan aircraft factory where they received practical training in the maintenance and servicing of the IL-28. I believe that this particular plant in Kazan was a large Ilyushin factory.

2. [redacted] the following information concerning the IL-28-5 Enclosure (A):

- (a) Engines..... The IL-28 has two VK-1 jet engines which are attached to the aircraft by three bolts. They are removed every 60 hours for inspection, and I believe that the overhaul life is either 150 or 300 hours. The engines have eight interconnected combustion chambers. The number three and number eight have spark plugs, but I don't know the type--~~Enclosure (B)~~. The Maximum RPM are 12,000, controlled by a moveable tail cone--~~Enclosure (C)~~. The exhaust gas temperature is about 600°-700°C. The letters VK are the initial letters for the Christian and the family name of Vasilii Klimov, just as the letters AM designate the name, Alexandr Mikulin. Klimov, by the way, is a member of the Central Construction Bureau in Moscow which is directly under the Council of Ministers. His name, and that of Mikulin are rated first among Soviet designers, A Shvetsev is next in precedence. I also understand that the engines of the IL-28 can be started by using auxiliary power unit or the aircraft battery.

- (b) Armament..... The aircraft is fitted with two INR-23mm guns in the tail turret and two INR-23mm fixed guns in the nose, located in the mid-upper left side of the fuselage. Both guns are

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on the same level and the muzzles protrude slightly. Ammunition cans carry 150 rounds per gun, and the empty cases are ejected into a container in the aircraft. The rear turret is mechanically operated. An armament officer told me that the guns could elevate and depress 70° vertically and the traverse 55° horizontally. These guns could elevate 35° from the horizontal plane and depress 35° from the horizontal plane. Guns are in the neutral position when the aircraft is landing. They are fired electrically but I don't know the loading sequence for the ammunition. To the best of my knowledge there is no provision for rockets on the IL-28.

- (c) Bomb Load..... Three metric tons. The largest bomb is 1,000kg; three can be carried.
- (d) Performance.... The aircraft's range with a full load at 800 KPH is two and one-half hours. The maximum speed is 800 KPH; its cruising speed is 400 to 500 KPH.
- (e) Camera equipment..... A 35mm gun camera is fitted to the front and rear guns. I believe it is fully automatic, and operates whenever the guns are fired. There may be a position for an AFA-1 camera in front of the gunner's hatch, operated remotely by the navigator.
- (f) Dimensions..... I have no knowledge of the dimensions.
- (g) Weight..... I have no knowledge of the weight.
- (h) Fuel load..... I believe that the aircraft carries eight tons, all in fuselage tanks. Extra fuel tanks may be fitted under the fuselage.
- (i) Oil load..... There are 12 liters per engine.
- (j) Fuel type..... Aviation kerosene with 1% oil added was used.
- (k) Fuel Tank..... A self-sealing type fuel tank is located between the pilot's cabin and the radio operator's cabin--Enclosure (D).
- (l) Crew..... This plane carries a crew of a pilot, radio operator-gunner, navigator-bombardier.
- (m) Ejection seats. There is one for the pilot and navigator-bombardier. The gunner has an emergency exit.
- (n) Armor..... A bullet-proof glass was in front of each crew member and there may be armor behind each crew member.
- (o) Flaps, brakes... These are pneumatically operated.
- (p) Landing gear... The main wheels of the landing gear retract forward into the engine nacelle, and the nose wheel retracts backward into fuselage.
- (q) Deicing equipment..... Hot air from engine exhaust goes through leading edge of wing.
- (r) Cabin Pressure. The pressure and temperature were automatically controlled (Temp 18°C).
- (s) Oxygen equipment..... No oxygen equipment was fitted in the aircraft.
- (t) Construction... The IL-28 aircraft breaks down into five main sections: the nose section, the center section, the rear fuselage section, and two wing sections. The fuselage separates at the leading edge and the trailing edge of wing. The wing separates just outboard of the engine nacelles. There were no blisters under the fuselage.

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- (u) Communications... This aircraft has a new type of radio installation; R/T (voice) and W/T (Morse) available alternatively. I believe that this set is positioned in the rear pressurized turret section, on starboard side at or near radio-gunner's left elbow.

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- ENCLOSURES (A): A unretouched memory sketch of the IL-28.
- (B): A unretouched memory sketch of the eight interconnected combustion chambers.
- (C): A unretouched memory sketch of the moveable tail cone.
- (D): A unretouched memory sketch of self-sealing fuel tank.

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ENCLOSURE (A)

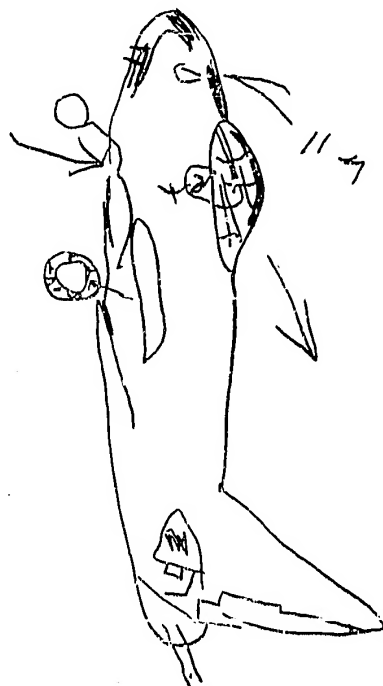
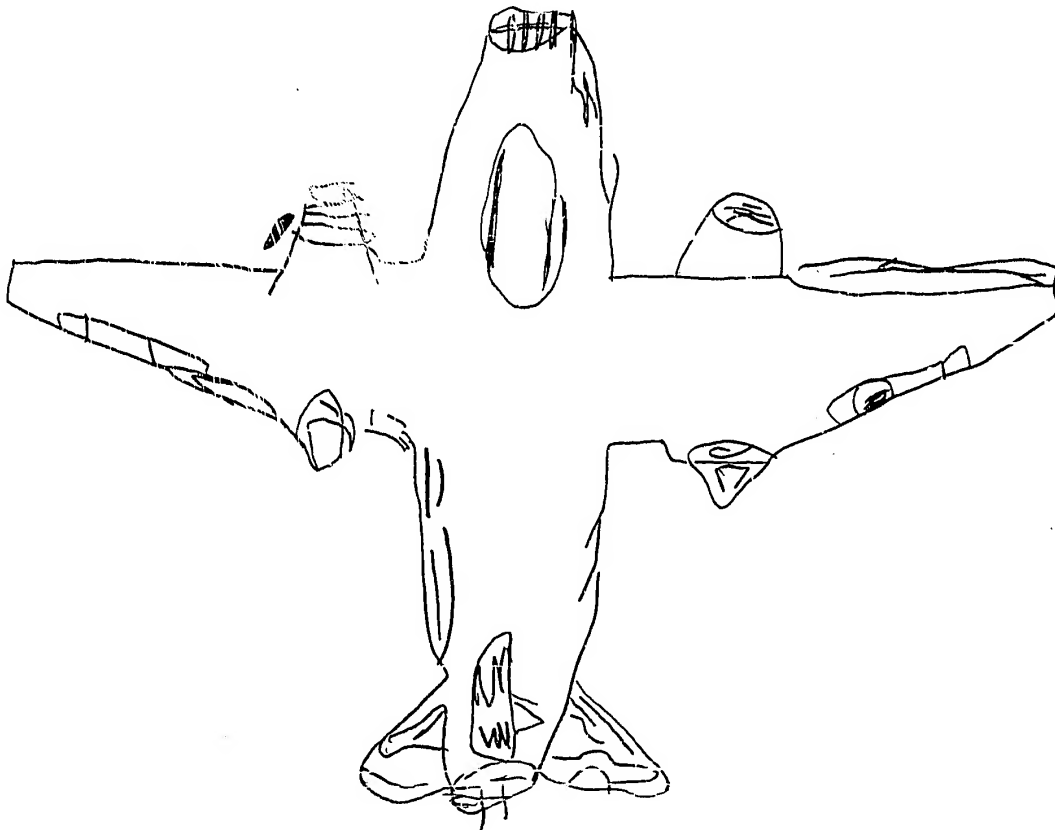
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MEMORY SKETCH OF THE IL-28

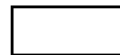


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ENCLOSURE (B)

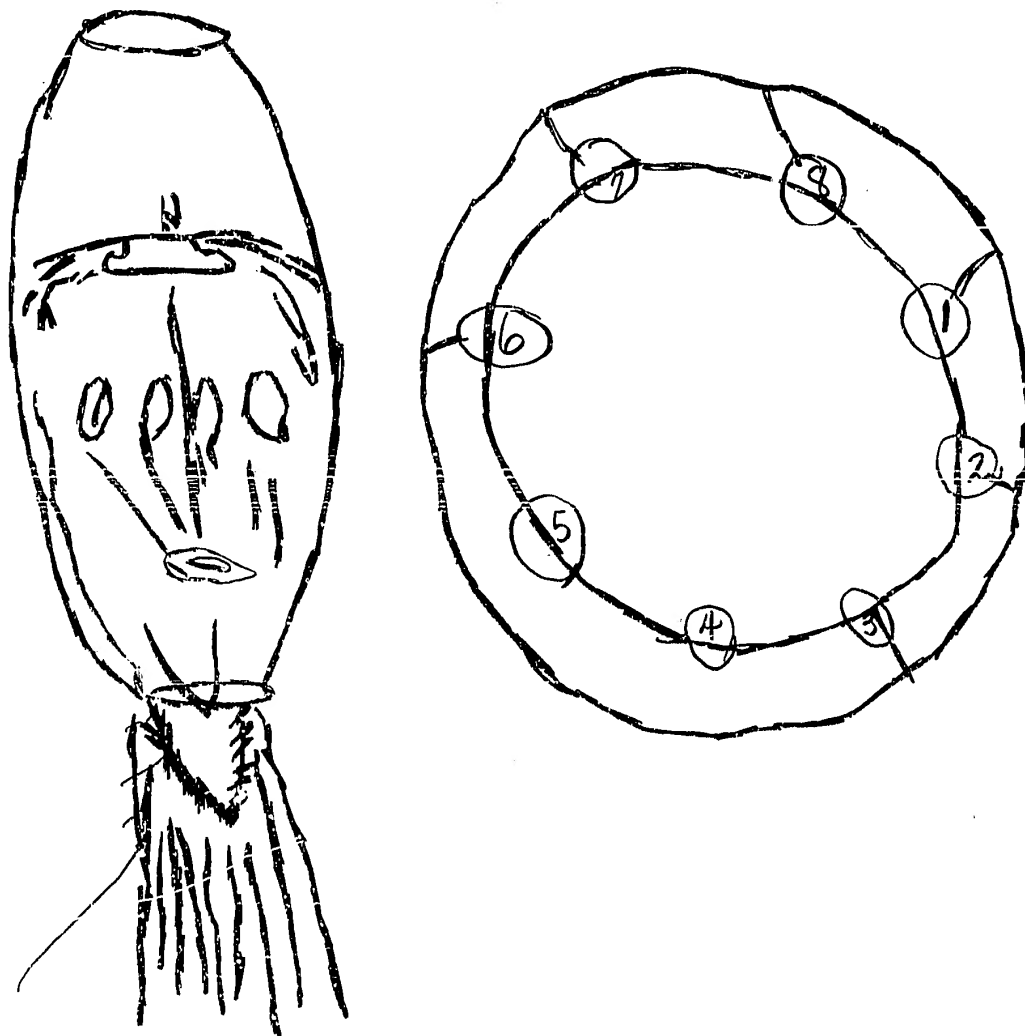
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MEMORY SKETCH OF THE EIGHT INTERCONNECTED
COMBUSTION CHAMBERS



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ENCLOSURE (c)

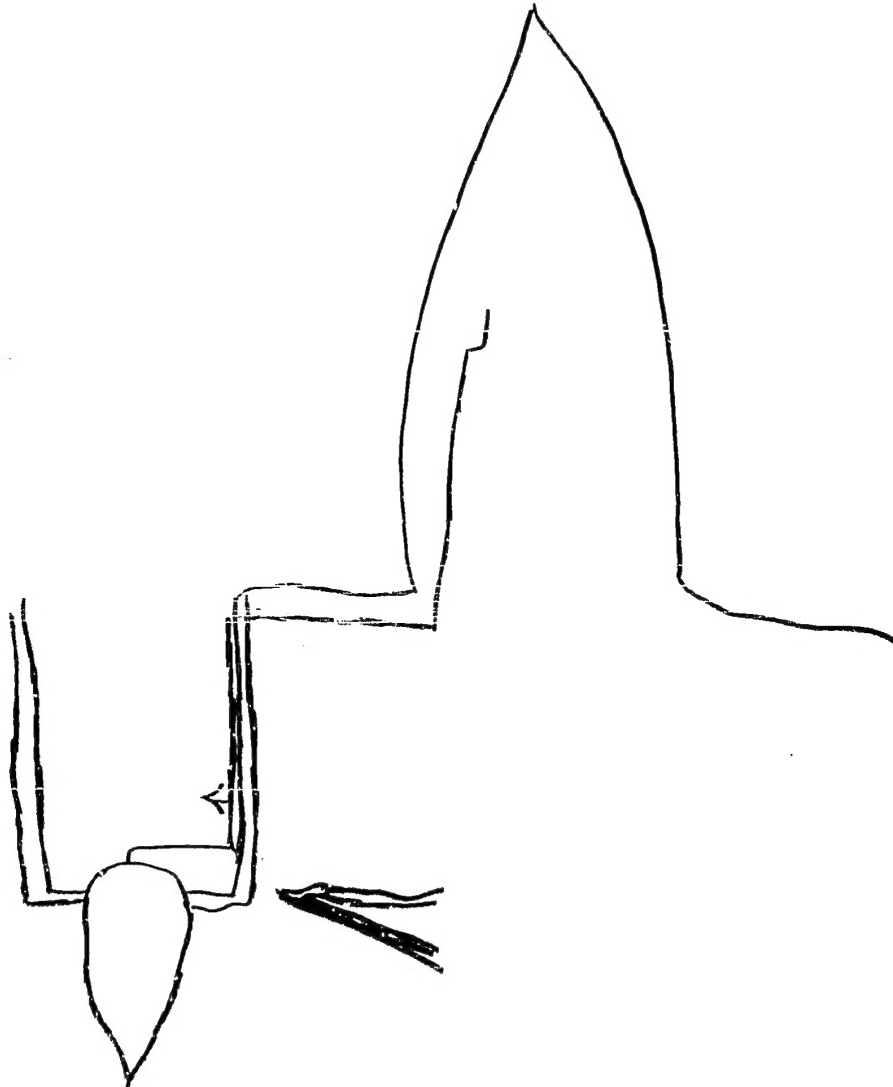
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MEMORY SKETCH OF THE MOVABLE TAIL CONE



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ENCLOSURE (D)

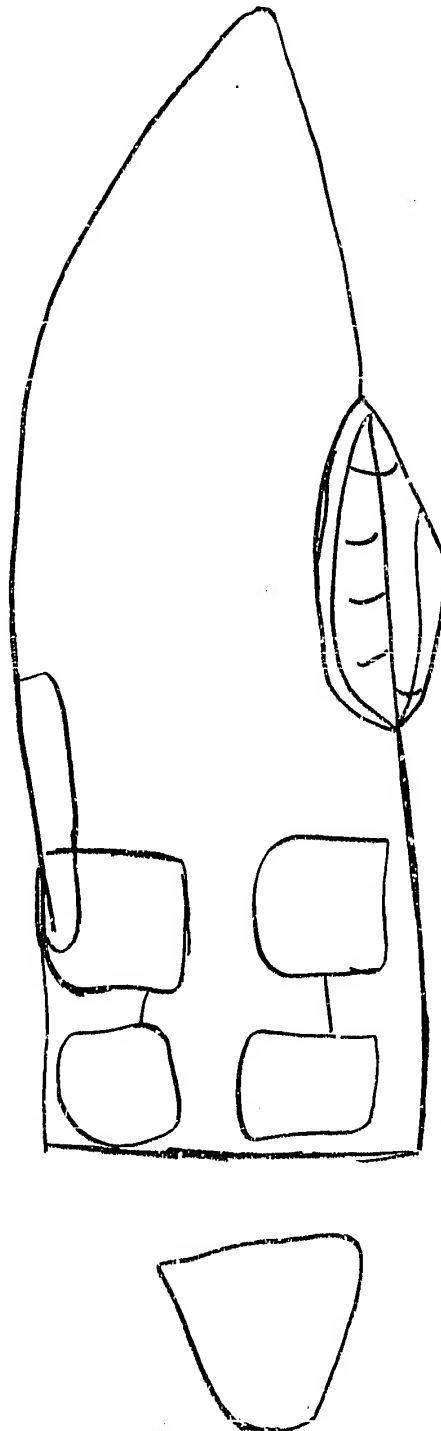
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MEMORY SKETCH OF SELF-SEALING FUEL TANK



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